

this subchapter, the term “vessels contracted for” includes not only the contracting for the construction of a vessel, but also the contracting for a material alteration to a vessel, the contracting for the conversion of a vessel to a passenger vessel, and the changing of service or route of a vessel if such change increases or modifies the general requirements for the vessel or increases the hazards to which it might be subjected.

**§ 70.05-7 Ocean or unlimited coastwise vessels on inland and Great Lakes Routes.**

(a) Vessels inspected and certificated for ocean or unlimited coastwise routes shall be considered suitable for navigation insofar as the provisions of this subchapter are concerned on any inland route, including the Great Lakes.

**§ 70.05-10 Application to vessels on an international voyage.**

(a) Except as provided in paragraphs (b), (c), and (d) of this section, the regulations in this subchapter that apply to a vessel on an “international voyage” apply to a vessel that—

(1) Is mechanically propelled and carries more than 12 passengers; and

(2) Is engaged on a voyage—

(i) From a country to which the International Convention for Safety of Life at Sea, 1974, (SOLAS 74) applies, to a port outside that country or the reverse;

(ii) From any territory, including the Commonwealth of Puerto Rico, all possessions of the United States and all lands held by the United States under a protectorate or mandate, whose international relations are the responsibility of a contracting SOLAS 74 government, or which is administered by the United Nations, to a port outside that territory or the reverse; or

(iii) Between the contiguous states of the United States and the states of Hawaii or Alaska or between the states of Hawaii and Alaska.

(b) The regulations that apply to a vessel on an “international voyage” in this subchapter do not apply to ships engaged on a voyage solely on the Great Lakes and the St. Lawrence River as far east as a straight line drawn from Cap des Rosiers to West

Point, Anticosti Island and, on the north side of Anticosti Island, the 63rd Meridian;

(c) The Commandant or his authorized representative may exempt any vessel on an international voyage from the requirements of this subchapter if the vessel—

(1) Makes a single international voyage in exceptional circumstances; and

(2) Meets safety requirements prescribed for the voyage by the Commandant.

(d) The Commandant or his authorized representative may exempt any vessel from the construction requirements of this subchapter if the vessel does not proceed more than 20 nautical miles from the nearest land in the course of its voyage.

[CGD 72-131R, 38 FR 29320, Oct. 24, 1973, as amended by CGD 90-008, 55 FR 30661, July 26, 1990; CGD 84-069, 61 FR 25287, May 20, 1996]

**§ 70.05-15 Vessels subject to the act of May 10, 1956 (46 U.S.C. 390-390g).**

(a) The act of May 10, 1956 (46 U.S.C. 390-390g), applies to vessels which carry more than six passengers and which are:

(1) Sailing vessels of 100 gross tons or over and not more than 700 gross tons; or,

(2) Non-self-propelled vessels of 100 gross tons.

(b) Sailing vessels of 100 gross tons or over and not more than 700 gross tons and non-self-propelled vessels of 100 gross tons, which are subject to the act of May 10, 1956, shall meet all of the applicable requirements of this subchapter, except that the certificate of inspection issued to the vessel shall be valid for a period of 3 years in lieu of 1 year, and reinspection will be made annually between inspections for certification.

(c) Sailing vessels of 100 gross tons or over and not more than 700 gross tons and non-self-propelled vessels of 100 gross tons, in existence or contracted for as passenger vessels prior to June 1, 1958, which are subject to the act of May 10, 1956, shall meet the applicable requirements of this subchapter insofar as is reasonable and practicable in the opinion of the Officer in Charge, Marine Inspection. In this respect, he may